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## CHAPTER 3 Project Description

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A Specific Development (SD) is a planning tool that allows for zoning and development standards to be tailored to the unique conditions of a particular site or area. The purpose of the Transit Zoning Code (SD 84A and SD 84B) (hereafter known as the “project” or Transit Zoning Code) is to provide zoning for the integration of new infill development into existing neighborhoods, to allow for the reuse of existing structures, to provide for a range of housing options, including affordable housing, and to provide a transit-supportive, pedestrian-oriented development framework to support the addition of new transit infrastructure.

This Environmental Impact Report (EIR) has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA) to address the potential environmental impacts resulting from the adoption of the Transit Zoning Code. This EIR contains program level environmental analysis of the proposed project as allowed by Section 15168 of the CEQA Guidelines.

### 3.1 EXISTING CONDITIONS

The project is located in the central urban core of Santa Ana and comprises over 100 blocks and 450 acres, approximately 10 miles from the Pacific Ocean, as shown in Figure 3-1 (Regional Location Map). The proposed project is generally bounded by First Street, Flower Street, Civic Center Drive, Grand Avenue, and Interstate 5 (I-5). More specifically, the proposed project is located in the area west of I-5, north of First Street, and between Grand Avenue and Flower Street and south of Civic Center Drive in the City of Santa Ana in Orange County, California.

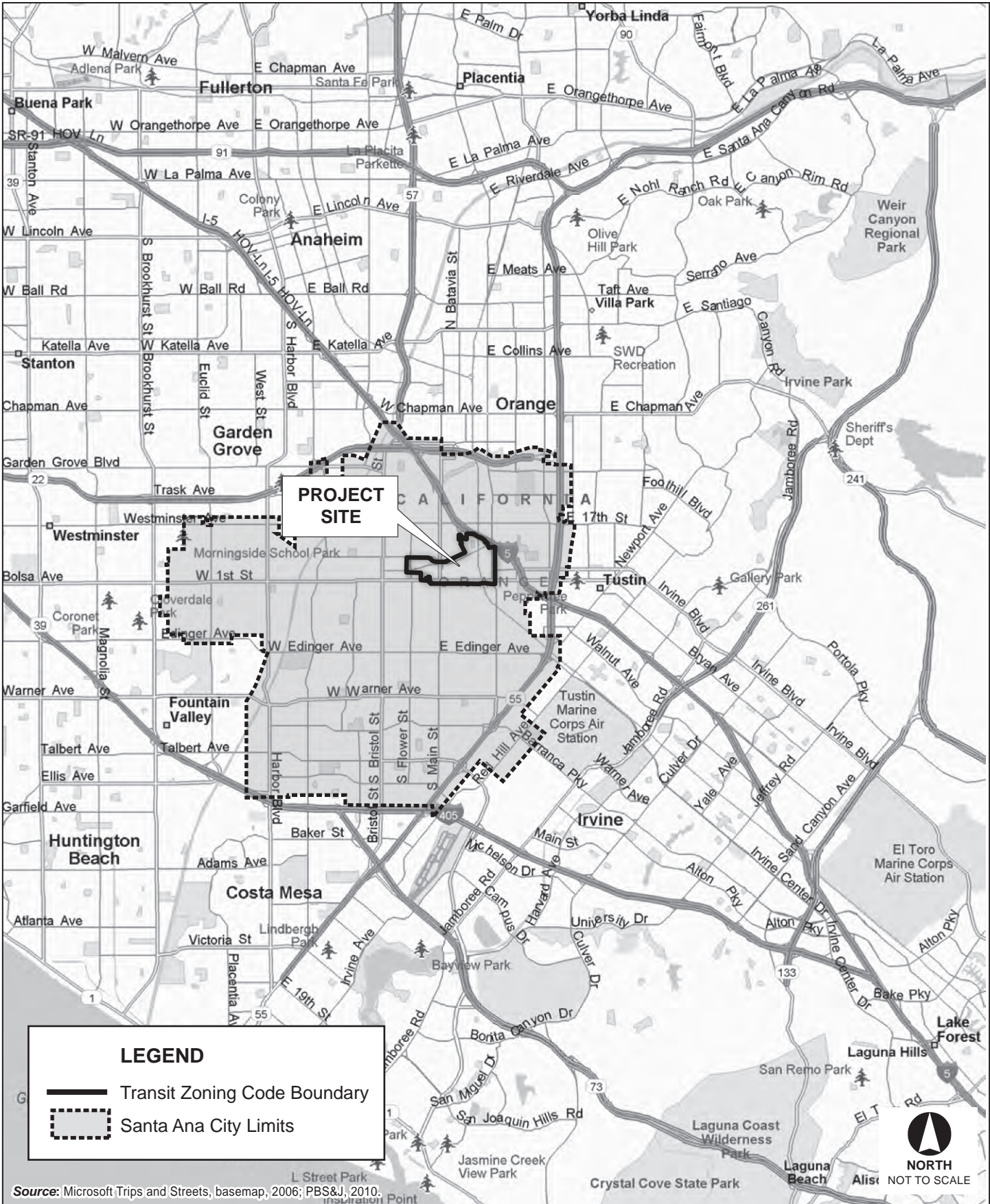
#### 3.1.1 Existing General Plan Land Use Designations

The existing General Plan land use designations for the proposed project location consist of a wide range of civic, commercial, industrial, and residential land uses, including: LR-7, MR-15, R/I-15, GC, IND, INS, OD, DC, and PAO. Figure 3-2 (Existing Land Use) displays the current General Plan land use designations for the proposed project location.

#### 3.1.2 Existing Zoning Designations

The existing zoning for the proposed project location varies widely, and includes GC, O, C1, C2, C3, C3-A, C4, C5, P, R1, R2, R3, M1, M2, SD19, SD21, SD30, SD37, and SD71. Figure 3-3 (Existing Zoning) shows the existing zoning in the proposed project location.

The development standards contained within the Zoning Ordinance and the various existing zoning designations were established to assure adequate levels of light, air, and density of development, to maintain and enhance locally recognized values of community appearance, and to promote the safe and



Source: Microsoft Trips and Streets, basemap, 2006; PBS&J, 2010.

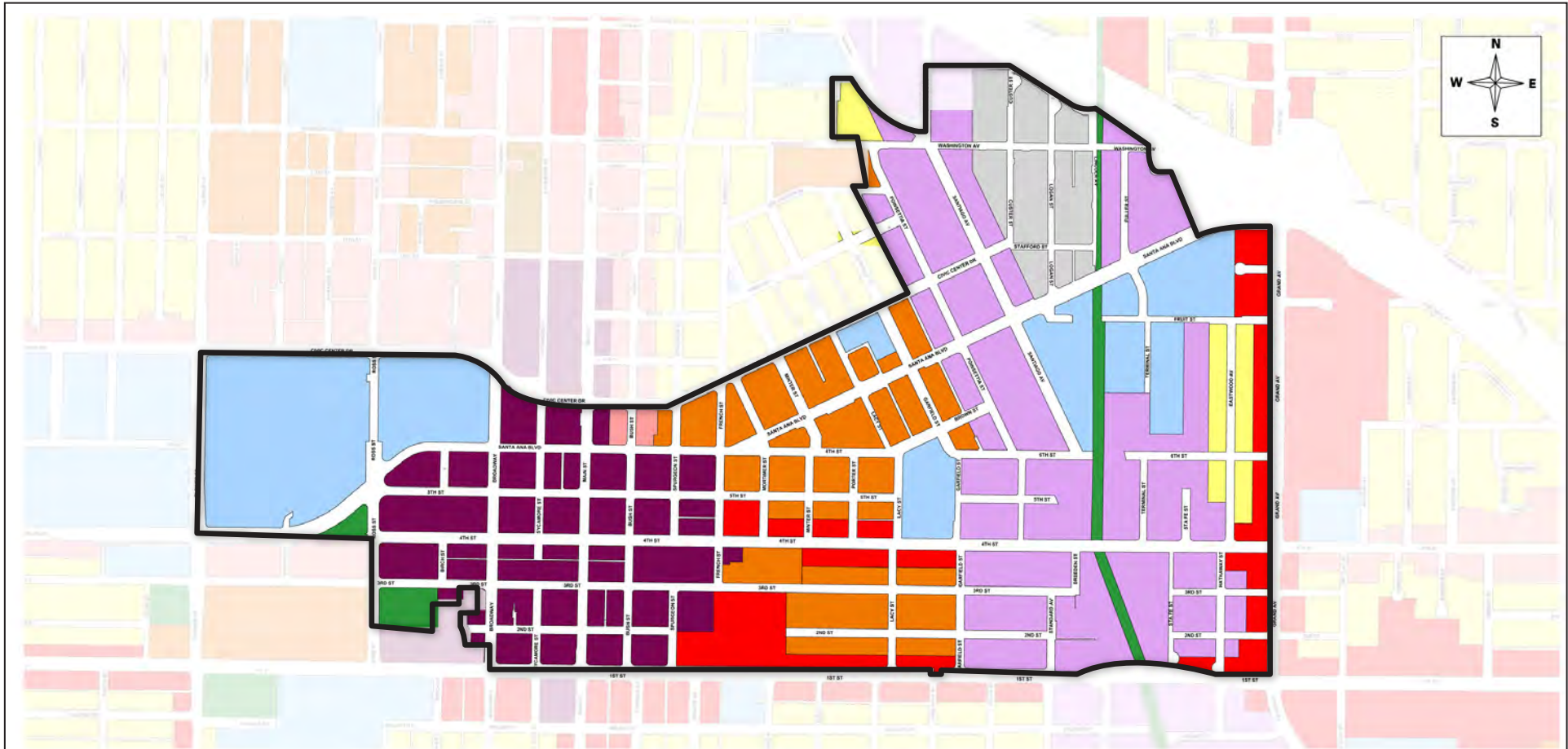
**FIGURE 3-1**  
**Regional Location Map**



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**Legend**

- District Center (DC)
- General Commercial (GC)
- Industrial (IND)
- Institutional (INS)
- Medium Density Residential (MR-15)
- Open Space (O)
- Residential / Industrial (R-115)
- Low Density Residential (LR-7)
- Transit Zoning Code Boundary



Source: City of Santa Ana GIS, January 8, 2010.

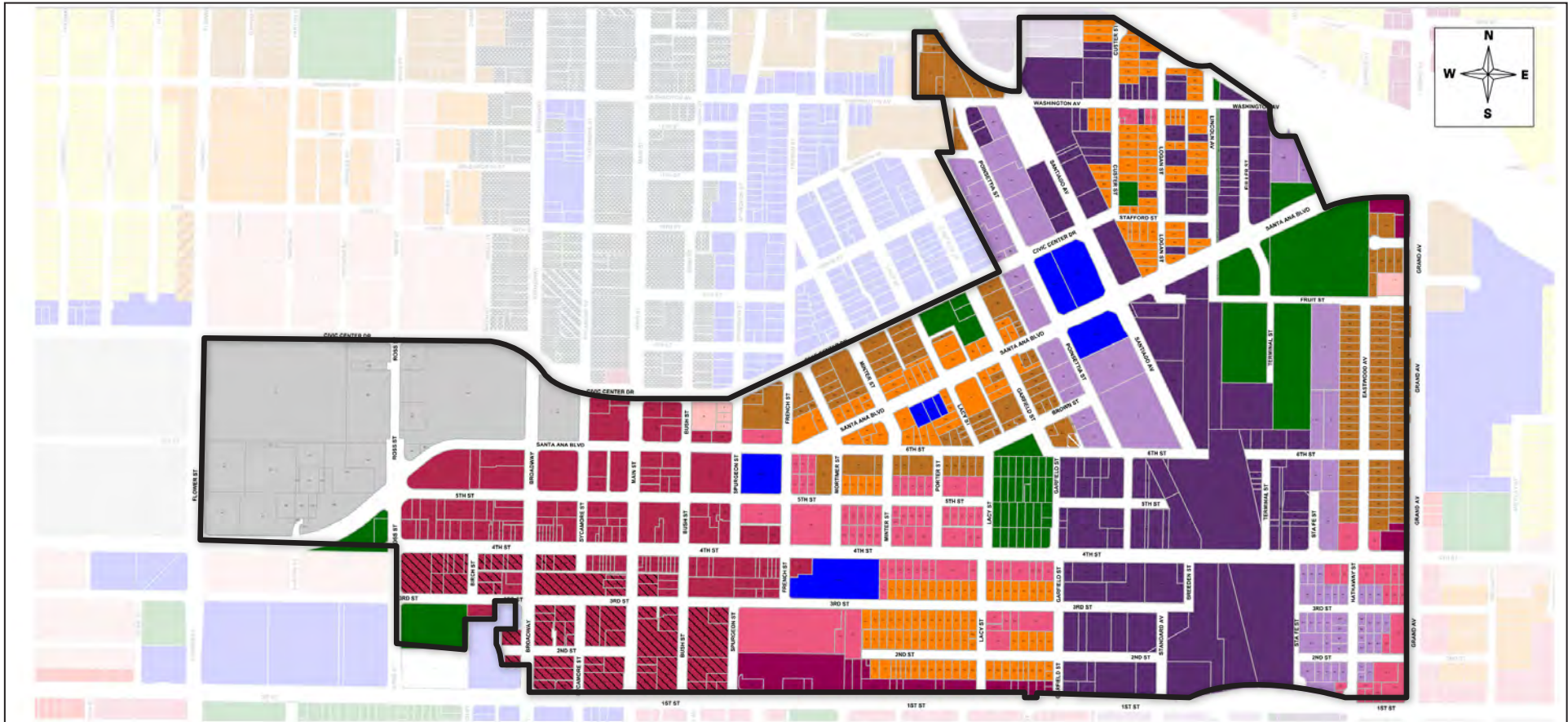
**FIGURE 3-2**  
**Existing Land Use**



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Legend

- Central Business - Artists' Village (C3-A)
- Arterial Commercial (C-5)
- Professional (P)
- Open Space (O)
- Multi-Family Residential (R-3)
- Two-Family Residential (R-2)
- General Commercial (C-2)
- Central Business (C-3)
- Government Center (GC)
- Light Industrial (M-1)
- Heavy Industrial (M-2)
- Specific Development (SD)
- Transit Zoning Code Boundary



Source: City of Santa Ana GIS, January 8, 2010.

**FIGURE 3-3**  
**Existing Zoning**

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City of Santa Ana Transit Zoning Code (SD 84A and SD 84B) EIR





efficient circulation of pedestrian and vehicular traffic. Development standards in the Zoning Ordinance further the goals and objectives of the comprehensive General Plan and are found to be necessary for the preservation of the community health, safety, and general welfare. The following are some types of uses allowed in the specified zoning designations for the proposed project location:

**Community Commercial (C1)**—Retail and service uses, professional, administrative and business offices, parking lots and structures, automobile sales, churches, theaters, hospitals, gymnasiums, golf courses, and schools.

- **General Commercial (C2)**—All uses under a C1 Zone as well as automotive garages, equipment rental yards for light machinery, metal shops, wholesale establishments, research institutions, and laboratories.
- **Central Business (C3)**—All of the uses under a C2 Zone except that service stations, automobile service, and automobile repair are non-permitted uses.
- **Central Business-Artists Village (C3-A)**—Retail and service uses, professional, administrative and business uses, automotive parking lots and parking structures, theaters, restaurants, fine arts studios and/or galleries, printing, lithography and calligraphy facilities, photography studios, and live-work communities, subject to an approved conditional use permit.
- **Planned Shopping Center (C4)**—All uses permitted in the C1 Zone as well as adult entertainment businesses with various specified regulations.
- **Arterial Commercial (C5)**—Administrative and professional offices, retail and service uses, parking lots, government buildings, schools, studios, child care facilities, churches, chapels, mortuaries, and theaters.
- **Government Center (GC)**—Government buildings, public utility facilities, flood-control structures, and uses accessory thereto.
- **Open Space (O)**—Open-air recreational and entertainment uses, including bike or bridle trails and buildings, government buildings, school buildings and facilities, public utility facilities, quasi-public and service facilities, and flood-control structures.
- **Light Industrial (M1)**—Manufacture and assemble products, machine shops, warehousing, impound yards (storage only), laundry and dry cleaning establishments, truck, boat, and heavy equipment sales, production studios for music, video or photography, public utility structures, contractor's yard, automotive repair, home improvement warehouse stores, and lumberyards.
- **Heavy Industrial (M2)**—All uses under M-1 zone. In addition, acid manufacturing, junkyards, automobile wrecking yards and salvage yards, impound yards, fertilizer manufacturing, gas or acetylene manufacturing, glue manufacturing, tattoo parlors, crematories, and hazardous waste treatment facilities that may be permitted with a conditional use permit.
- **Professional (P)**—Professional, business and administrative offices where no merchandise is sold, banks, savings and loan offices, credit unions, mortgage and finance companies, travel agencies, medical and dental offices, and museums and science centers.
- **Single Family Residence (R1)**—One-family dwelling with six or fewer bedrooms, childcare, and adult daycare facilities.

- **Two Family Residence (R2)**—One-family dwellings two-family dwellings, townhouses, accessory structures, childcare facilities, adult day care facilities.
- **Multiple Family Residential (R3)**—All uses permitted in the R2 district and multiple-family dwellings developed at a medium density.
- **Specific Development (SD19, SD21, SD30, SD37, and SD71)**—This zone is designated as a special-purpose district with its own set of development regulations and requirements established. The development within is regulated through an established Floor-Area-Ratio (FAR). FAR is defined as the ratio of total building area permitted to the total area of its parcel.

### 3.1.3 Redevelopment Project Area

The proposed Transit Zoning Code is located within two subareas of the City’s Merged Redevelopment Project. The larger portion of the project area is located within the Central City subarea, which is located generally between French Street and Flower Street within the Transit Zoning Code boundaries. The Intercity subarea is located primarily along the existing rail line and the First and Fourth Street corridors. The purpose of these areas is to create new business opportunities, develop new venues for visual and performing arts, renovate commercial and industrial areas, enhance residential neighborhoods through a variety of affordable housing programs, build new schools, as well as upgrade infrastructure and roads.

### 3.1.4 Surrounding Land Uses

The Transit Zoning Code area is located in the central urban core of Santa Ana and comprises over 100 blocks and 450 acres. The code area includes the Government Center, Downtown, the Logan and Lacy neighborhoods, and the industrial parks surrounding the train depot. The surrounding land uses include residential, professional, commercial, industrial, and civic uses and their environs.

The proposed project is located in the central portion of the City of Santa Ana and surrounded by existing urban development. Specific adjacent (off-site) uses include the following:

- **North:** Single-family residential, office, and commercial uses, as well as I-5
- **East:** Commercial and residential uses. I-5 is located immediately adjacent to portions of the project area
- **South:** Institutional (including educational), commercial, industrial, and residential uses
- **West:** Civic, residential, and commercial uses with open space located further to the west

## 3.2 PROJECT OBJECTIVES

The primary objective of the Transit Zoning Code is to provide zoning for the integration of new infill development into existing neighborhoods, to allow for the reuse of existing structures, to provide for a range of housing options, including affordable housing, and to provide a transit-supportive, pedestrian-oriented development framework to support the addition of new transit infrastructure. The proposed project would preserve and reinforce the historic character and pedestrian nature of the City while encouraging alternative modes of transportation, including the rail system that connects San Diego to



Los Angeles. The Transit Zoning Code is broken down into nine distinct subzones (refer to Figure 3-4 [Transit Zoning Code (SD 84A and SD 84B) Map]). These zones and their objectives are as follows:

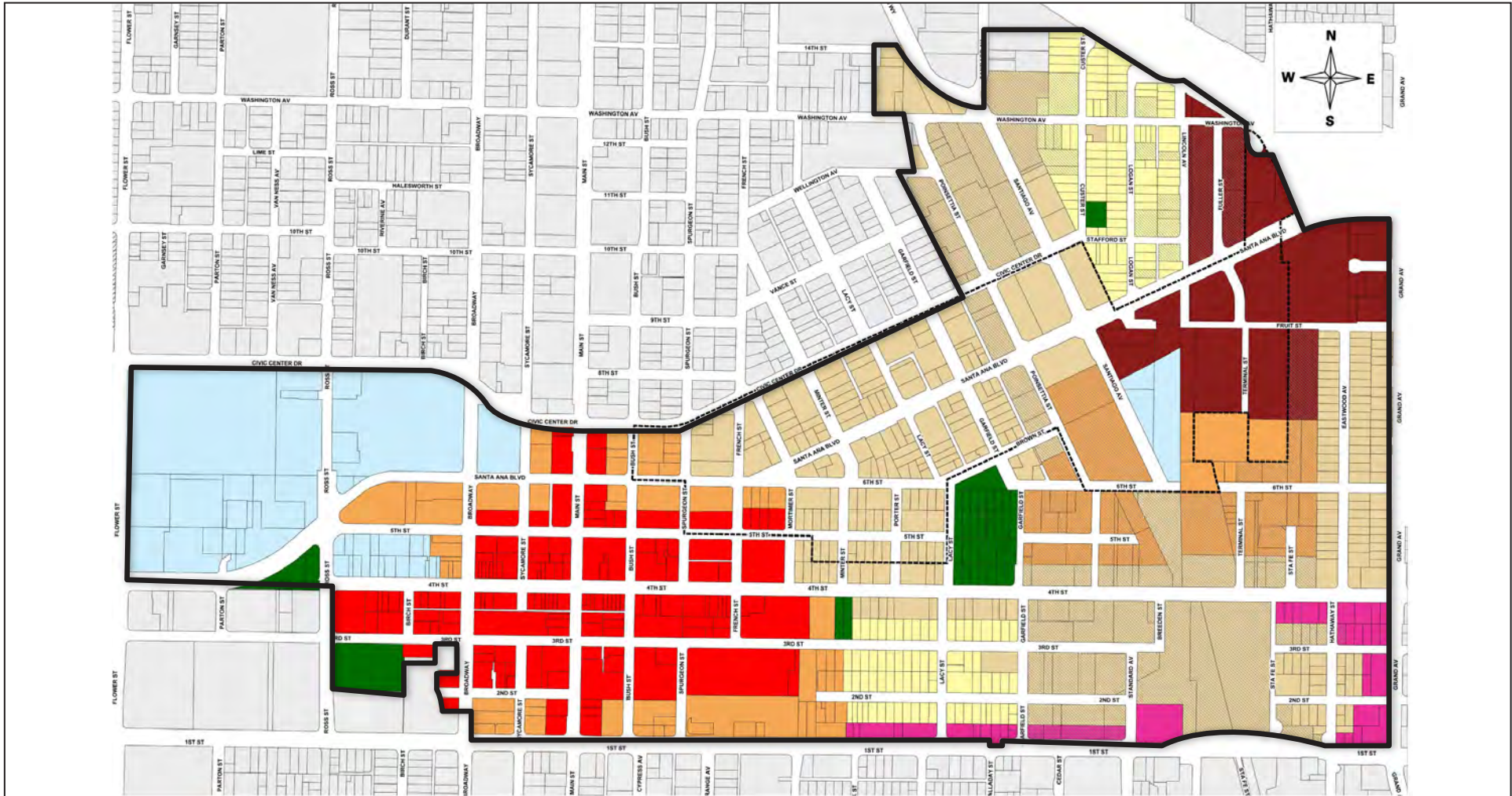
- **Transit Village (TV) Zone**—This zone is applied to areas adjacent to and north of the Santa Ana Regional Transportation Center, easterly to Interstate 5. This zone is intended to provide standards for compact transit-supportive mixed-use/residential development. This zone is characterized by a wide range of building intensities including mixed-use tower-on-podium buildings, commercial blocks, liners, stacked flats, and courtyard housing. The zone accommodates retail, restaurant, entertainment, and other pedestrian-oriented uses at street level, with offices and flats above in the mixed-use building types, at high intensities and densities. The landscape palette is urban with shading and accent street trees in parkway strips along Santa Ana Boulevard, and in sidewalk tree wells where on-street parking is provided. Parking may be accommodated on street, in structures with liner buildings, and underground.
- **Government Center (GCD) District**—This zone is applied to the Civic Center area west of the Downtown. This area accommodates a wide variety of civic uses, including Federal, State and local government offices and services, libraries, museums, community centers, and other civic assembly facilities. Building types vary according to their public purpose, are programmed by various government agencies for their specific sites, and therefore are not coded by the Transit Zoning Code. The landscape style is urban, emphasizing shading street trees in sidewalk tree wells, and in landscaped public plazas.
- **Downtown (DT) Zone**—This zone is applied to the historical shopping district of Santa Ana; a vital, pedestrian-oriented area that is defined by multi-story urban building types (commercial blocks, live-work, stacked dwellings, and courtyard housing in the Downtown edges) accommodating a mixture of retail, office, light service, and residential uses. The standards of this zone are intended to reinforce the form and character represented by existing pre-World War II buildings and recognized as a National Historic District, through restoration, rehabilitation, and context-sensitive infill development. The standards also facilitate the replacement or improvement of post-war development that eliminated the pedestrian orientation of various downtown blocks (for example: parking structures with no features of pedestrian interest along their entire lengths). The landscape style is urban, emphasizing shading and accent street trees in sidewalk tree wells. Parking is accommodated on street, and may also be in structures with liner buildings, underground, and within block centers in surface lots not visible from streets.
- **Urban (UC) Zone**—This zone is applied to the area surrounding Downtown, which services as a transitional area to the surrounding lower-intensity neighborhoods, and to other areas where mixed-use and multi-unit residential buildings create a pedestrian-oriented urban fabric. The zone provides for a variety of non-residential uses and a mix of housing types at medium intensities and densities. Besides accommodating community-serving businesses, this zone may also serve the daily convenience shopping and service needs of nearby residents. Building types include mixed-use commercial blocks, stacked flats, live-work, rowhouses, and courtyard housing. The landscape style is urban, emphasizing shading street trees in sidewalk tree wells. Parking is accommodated on street and may also be in structures with liner buildings and underground in areas adjacent to the DT zone, and in surface lots away from street frontages.
- **Corridor (CDR) Zone**—This zone is applied to properties fronting existing commercial corridors and provides standards to improve pedestrian orientation in a transit-supportive, mixed-use area. Mixed-use commercial block and live-work building types are at or near the sidewalk, and accommodate street level retail, service, and office, uses with office and residential above. The

landscape style is urban, emphasizing shading street trees in sidewalk tree wells. Parking is accommodated on street, and in screened surface lots between buildings, or away from streets, with no more than half of the site frontage occupied by parking.












- **Urban Neighborhood 2 (UN-2) Zone**—This zone is applied to primarily residential areas intended to accommodate a variety of housing types with some opportunities for live-work, neighborhood-serving retail, and dining establishments. Appropriate building types include single dwellings, duplexes, triplexes, and quadplexes, courtyard housing, rowhouses, and live-work. In some areas, the more intense, hybrid building type is allowed where additional intensity is warranted while maintaining compatibility with neighboring properties. The landscape is appropriate to a neighborhood, with shading street trees in parkway strips, and shallow depth landscaped front yards separating buildings from sidewalks. Parking is on street, and in garages located away from street frontages.
- **Urban Neighborhood 1 (UN-1) Zone**—This zone is applied to existing primarily residential areas and is intended to strengthen and stabilize the low intensity nature of these neighborhoods by accommodating housing types at lower densities. Appropriate building types include single dwellings, duplexes, triplexes, and quadplexes, and live-work. The landscape is appropriate to a neighborhood, with shading street trees in parkway strips and landscaped front yards separating buildings from sidewalks. Parking is on street, and in garages located away from street frontages.
- **Industrial Overlay (IO) Zone**—This zone is applied to areas currently zoned Light Industrial (M1) and Heavy Industrial (M2) within the planning area to allow the types of land use activity and development permitted by existing M1 and M2 zoning to continue until such time that the owner chooses to apply the new zones identified in the Transit Zoning Map (Figure 3-4) to their parcel(s). Until the property is rezoned to the applicable classification (each of these as described above), property in the IO Zone shall be regulated by the existing provisions of the M1 and M2 zones contained within the Santa Ana Municipal Code (SAMC 41, Article III, Divisions 18 and 19), as applicable.
- **Open Space (OS)**—This zone identifies areas reserved for community parks and other open spaces. Allowable structures in this zone are limited to those necessary to support the specific purposes of the particular open space area (e.g., sport-court enclosures and multi-purpose buildings in active parks and trails within passive parks).

### 3.3 PROJECT DESCRIPTION

The Transit Zoning Code was initially drafted as a component of the larger Santa Ana Renaissance Specific Plan (SARSP). The community process to draft the SARSP included over 100 outreach meetings and interviews held from April 2006 through February 2008. Two primary objectives of the SARSP were to plan for the redevelopment of the properties owned by the Santa Ana Redevelopment Agency, generally located along Santa Ana Blvd., and to plan for new transit opportunities, but few details were known about these projects. Following the completion of the community outreach process for the SARSP, but prior to the release of the revised draft plan to the public, the City was awarded a major transportation grant to study and design new transit infrastructure that would ultimately be constructed within the SARSP study area. Also during this time, the Santa Ana Redevelopment Agency (Agency) entered into a Predevelopment Agreement for planning and development purposes with The Related



**Legend**

- |  |  |
|--|--|
|  Corridor (CDR)         |  Urban Center (UC)            |
|  Downtown (DT)          |  Urban Neighborhood (UN-1)    |
|  Government Center (GC) |  Urban Neighborhood (UN-2)    |
|  Open Space (OS)        |  Industrial Overlay (OZ)      |
|  Transit Village (TV)   |  Station District             |
|  |  Transit Zoning Code Boundary |



Source: City of Santa Ana GIS, January 2010.

**FIGURE 3-4**  
**Transit Zoning Code (SD 84A and SD 84B) Map**

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City of Santa Ana Transit Zoning Code (SD 84A and SD 84B) EIR



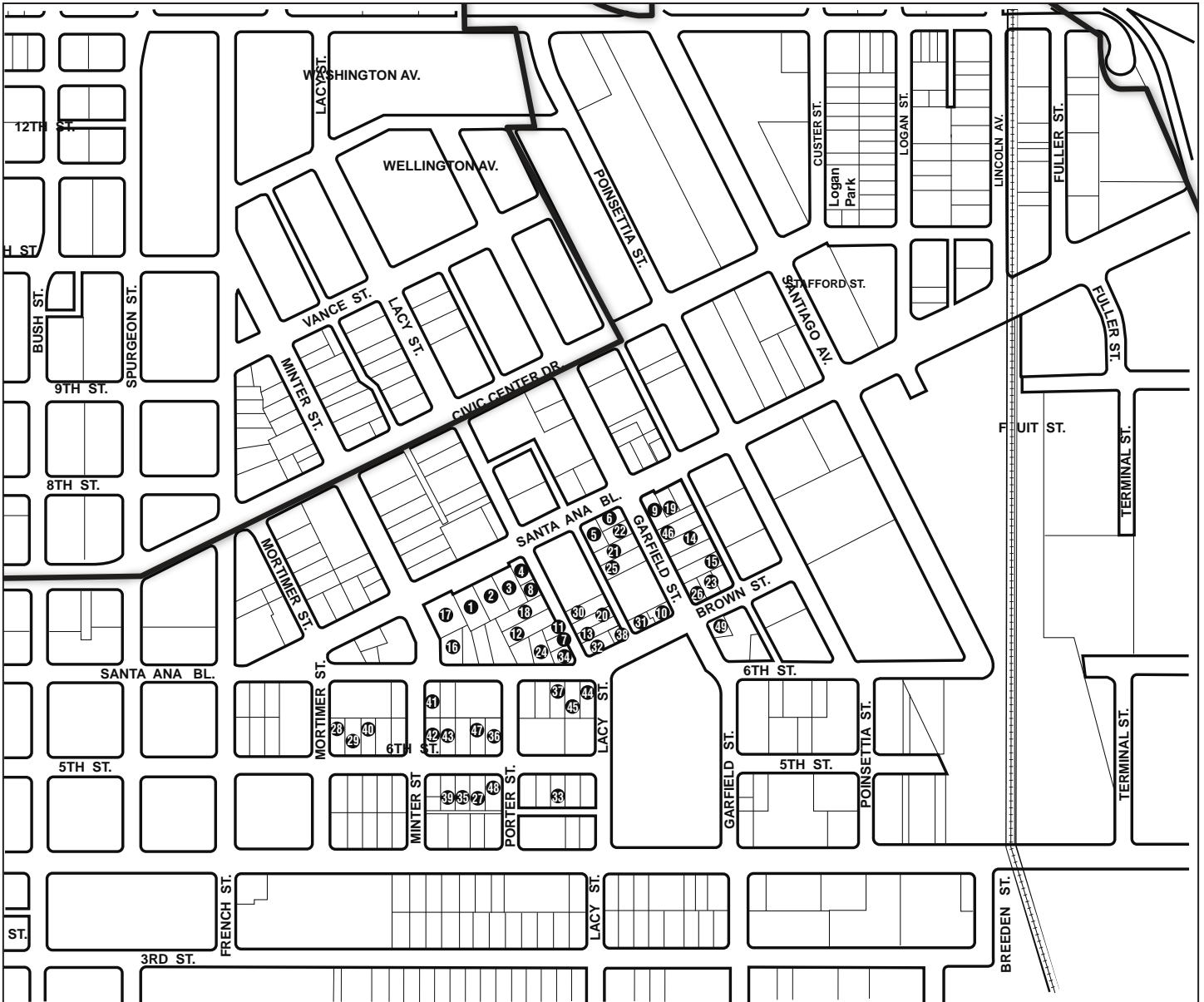


Companies of California, LLC and Griffin Realty Corporation, a California Corporation (jointly, the Developer) to redevelop Agency-owned properties generally located in the vicinity of Santa Ana Boulevard. Due to these major changes within the SARSP study area, and in response to community concerns regarding the scope of the SARSP itself, the Specific Plan was tabled. However, the zoning component of the SARSP (the Transit Zoning Code) was pulled out and further refined in order to provide the zoning necessary to support the long-term development of a successful transit program, as well as to provide a development framework for the redevelopment of the Agency properties. The Transit Zoning Code embodies many of the policies previously contained within the SARSP, but is more limited in its scope of implementation. This new document, the Transit Zoning Code, is the subject of this Draft Environmental Impact Report (DEIR).

The Transit Zoning Code provides new zoning for all of the properties contained within its boundary with the exception of those properties zoned M1—Light Industrial or M2—Heavy Industrial. These M1 and M2 properties would retain their existing zoning, but would be covered by an overlay zone that allows for the option of future mixed-use development to be exercised at the discretion of the property owner. The Transit Zoning Code provides for the integration of new infill development into existing neighborhoods, allows for the reuse of existing buildings, supports mixed-use development, provides a transit-supportive, pedestrian-oriented development framework to reduce vehicle trips, reduce greenhouse gas emissions, and support the addition of new transit infrastructure, and provides an economic development stimulus (Figure 3-4).

Within the boundary of the Transit Zoning Code the Agency owns forty-nine parcels comprising approximately seven non-contiguous acres (Figure 3-5 [Santa Ana Redevelopment Agency Parcels]). The Agency/City may be considering the potential acquisition of nineteen additional properties within the immediate vicinity of the forty-nine parcels mentioned above for the purposes of completing the assemblage of properties on those blocks in which the Agency already has majority ownership, as well as to secure property to provide for additional open space. The acquisition of these additional properties may lead to demolition and/or relocation of existing structures, as well as the potential relocation of any existing residents (Figure 3-6 [Potential New Santa Ana Redevelopment Agency Acquisitions]).

The Agency and the Developer propose to redevelop these properties. The Developer concept for these properties includes the development of a maximum of 155 rental units (including a potential senior housing project) and a maximum of 65 for-sale units—a total of 220 new residential units. A component of this residential development will be affordable pursuant to the County of Orange’s criteria for low-to-moderate income housing. The development proposal also includes the addition of approximately 1.5 acres of new public open space that would include a public park, a public tot lot, and a 10,000 square foot community building (Figure 3-7 [Development Proposal]). The redevelopment of these properties requires the demolition of fifteen structures, totaling approximately 30,000 square feet of building area, on eleven Agency-owned parcels (Figure 3-8 [Demolitions]).



1 612 E. Santa Ana Blvd.	17 611 N. Minter St.	32 601 N. Lacy St.	46 623 N. Garfield St.
2 614 E. Santa Ana Blvd.	18 620 N. Lacy St.	33 712 E. Fifth St.	47 615 E. Fifth St.
3 622 E. Santa Ana Blvd.	19 804 E. Santa Ana Blvd.	34 711 E. Sixth St.	48 620 E. Fifth St.
4 626 & 628 E. Santa Ana Blvd.	20 609 N. Lacy St.	35 610 & 612 E. Fifth St.	49 902 Brown St.
5 714 E. Santa Ana Blvd.	21 622-624 N. Garfield St.	36 508 & 510 N. Porter & E. Fifth St.	
6 630 N. Garfield St.	22 626-628 N. Garfield St.	37 710 E. Sixth St.	
7 604 N. Lacy St.	23 905 Brown St.	38 801 Brown St.	
8 622 N. Lacy St.	24 709 E. Sixth St.	39 606 E. Fifth St.	
9 625 N. Garfield St.	25 618 N. Garfield St.	40 511 E. Fifth St.	
10 602 N. Garfield St.	26 901 Brown St.	41 602-604 E. Sixth & N. Minter St.	
11 606 N. Lacy St.	27 616 E. Fifth St.	42 601 E. Fifth St. & N. Minter St.	
12 614 & 618 N. Lacy St.	28 501 E. Fifth St. & 501 1/2 & 507 Mortimer St.	43 607 E. Fifth St.	
13 605-607 N. Lacy St.	29 505 E. Fifth St.	44 720 E. Sixth St.	
14 619 N. Garfield St.	30 611 N. Lacy St.	45 714 E. Sixth St.	
15 609 N. Garfield St.	31 809-811 Brown St.		

● Agency Parcels  
 — Transit Zoning Code Boundary



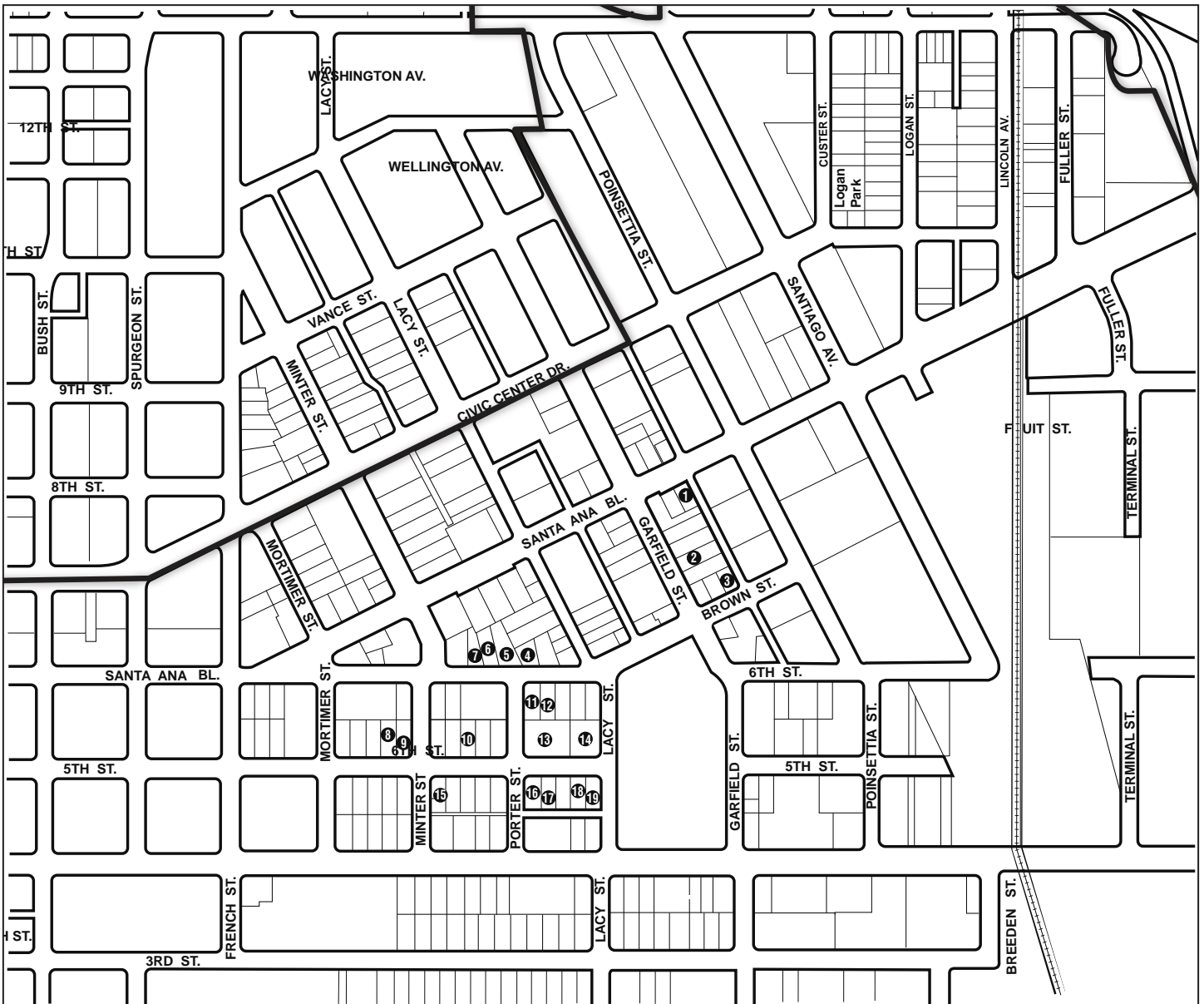
Source: Santa Ana General Plan, 2010.

FIGURE 3-5  
**Santa Ana Redevelopment Agency Parcels**



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- |                          |                     |
|--------------------------|---------------------|
| ① 812 E. Santa Ana Blvd. | ⑪ 702 E. Sixth St.  |
| ② 611 N. Garfield St.    | ⑫ 706 E. Sixth St.  |
| ③ 911 Brown St.          | ⑬ 701 E. Fifth St.  |
| ④ 617 E. Sixth St.       | ⑭ 713 E. Fifth St.  |
| ⑤ 613 E. Sixth St.       | ⑮ 602 E. Fifth St.  |
| ⑥ 609 E. Sixth St.       | ⑯ 409 N. Minter St. |
| ⑦ 607 E. Sixth St.       | ⑰ 702 E. Fifth St.  |
| ⑧ 515 E. Fifth St.       | ⑱ 708 E. Fifth St.  |
| ⑨ 519 E. Fifth St.       | ⑲ 716 E. Fifth St.  |
| ⑩ 609 E. Fifth St.       | ⑲ 720 E. Fifth St.  |

● Potential Acquisitions  
 — Transit Zoning Code Boundary



Source: Santa Ana General Plan, 2010.

**FIGURE 3-6**  
**Potential New Santa Ana Redevelopment Agency Acquisitions**



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The City of Santa Ana is in the process of preparing the Santa Ana Fixed Guideway Corridor Study in order to apply for future grant funding that would support the construction of a new public transit system. This system would provide for the expansion of transit services originating at the Santa Ana Regional Transportation Center (SARTC) and serving the Lacy Neighborhood, Downtown and Civic Center areas. Future expansion of the system would link to the Pacific Electric Right-of-Way, located on the City’s western side, in order to provide service into the City of Garden Grove and beyond. While the zoning standards contained within the Transit Zoning Code would provide a framework for the transit-supportive development necessary to generate adequate ridership for the successful development of the Fixed Guideway System, this EIR will not analyze the proposed Santa Ana Fixed Guideway Corridor Study and its potential alignments have not been completed. The specifics of that plan will be analyzed in a separate EIR as part of the Santa Ana Fixed Guideway Corridor Study.

To accommodate this objective, the City will need to amend the current General Plan to permit these new land uses and amend the Zoning Code to establish development standards that implement the project. These amendments will allow the City to provide a framework for the development of compact, transit-oriented development that contains a mix of residential, commercial, and professional uses in order to address the City’s and the region’s goals of providing sites for housing in already urbanized locations that are adjacent to transit, thereby reducing vehicle trips, stimulating investment in underutilized land, and improving the jobs/housing balance within the City. This will lead to potential development of approximately 4,075 net residential units, 387,000 net sf of retail development, and an additional 15.5 acres of open space within the City. Adoption of this project would allow the City to consider subsequent actions consistent with these updates in the General Plan and Land Use designations. Table 3-1 (Summary of Transit Zoning Code [SD 84A and SD 84B] Development Potential) lists the overall potential net change that would occur as a result of the proposed project area.

<b>Table 3-1 Summary of Transit Zoning Code (SD 84A and SD 84B) Development Potential</b>			
<i>Land Use Type</i>	<i>Potential Gross Development</i>	<i>Existing Uses to be Converted</i>	<i>Potential Net Development</i>
Residential (units)	4,272	197	4,075
Retail (sf)	693,000	306,000	387,000
Industrial (sf)	90,000	1,080,000	(990,000)
Commercial (sf)	0	124,000	(124,000)
Civic (sf)	8,000	29,000	(21,000)
Open Space (sf)	680,000	0	680,000
Surface Parking Lots (sf)	67,000	1,839,000	(1,772,000)

### **3.3.1 District Descriptions**

The project area consists of approximately 100 individual blocks within the central area of the City. The following descriptions highlight the existing conditions and future development standards of contained within the geographic areas covered within the project area.





## SUMMARY RENTAL

- LOT 1 1.97 AC  
3/1 PODIUM  
75 UNITS
- LOT 2 0.59 AC  
2/1 PODIUM  
22 UNITS
- LOT 3 0.64 AC  
3 STORY TH  
18 UNITS
- LOT 4 0.63 AC  
3 STORY TH  
15 UNITS
- TOTAL: 130 UNITS

## FOR SALE

- LOT A 0.42 AC  
2-3 STORY TH  
8 UNITS
- LOT B 0.59 AC  
2-3 STORY TH  
11 UNITS
- LOT C 0.42 AC  
SINGLE FAMILY / TH  
7 UNITS
- LOT D 0.28 AC  
SINGLE FAMILY / TH  
5 UNITS
- LOT E 0.14 AC  
SINGLE FAMILY  
2 UNITS
- LOT F 0.35  
2-3 STORY TH  
6 UNITS
- TOTAL: 39 UNITS

- 1 PARK 1.42 AC
- 2 TOT LOT: 0.09 AC
- 3 COMMUNITY CENTER
- 4 OPEN SPACE: 0.94 AC
- 5 COMMUNITY CENTER  
PARKING 15 STALLS
- 6 RELOCATED SCHOOL  
PARKING



Source: William Hezmalchal Architects, Inc., 2010.

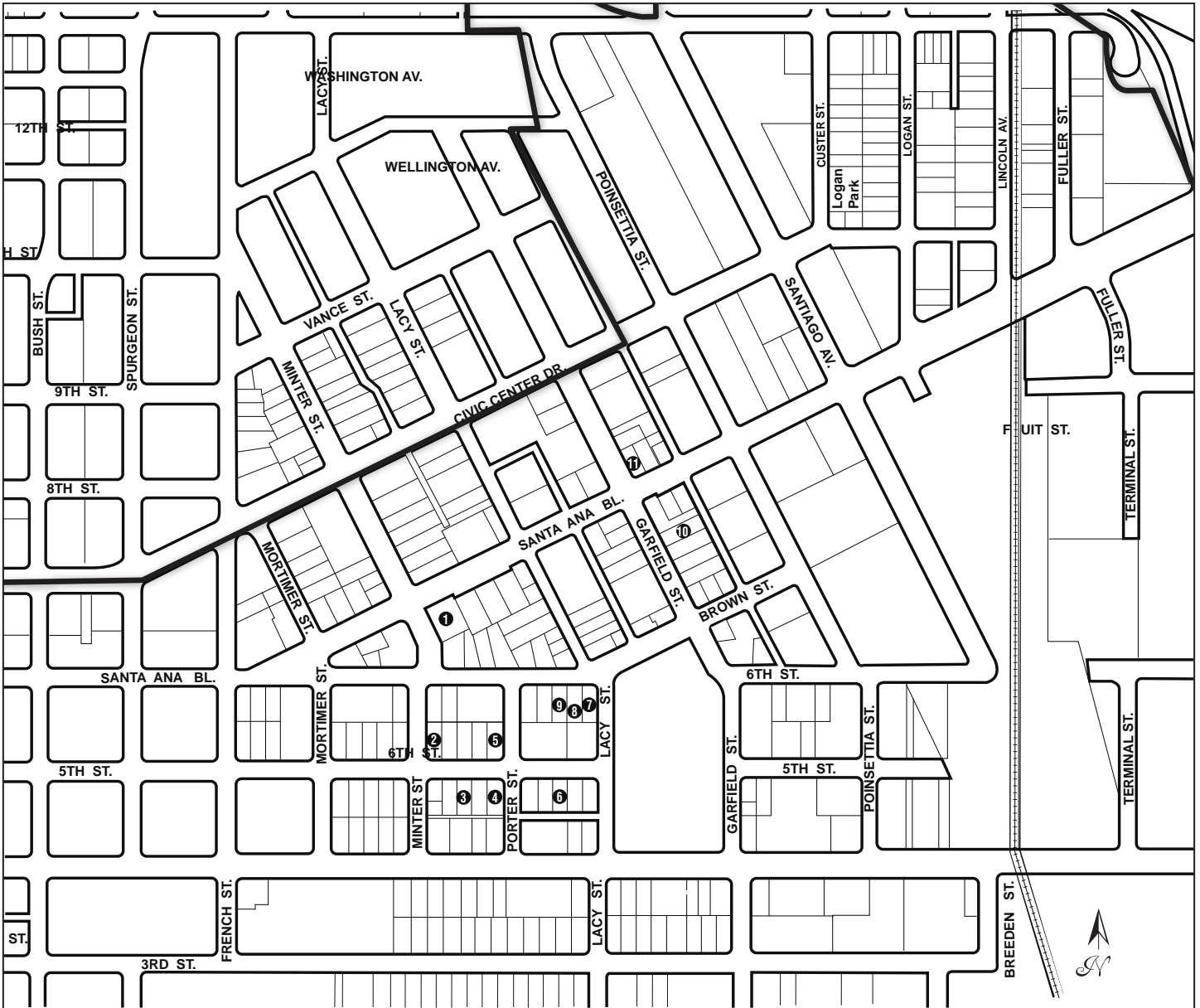
FIGURE 3-7  
Development Proposal



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City of Santa Ana Transit Zoning Code (SD 84A and SD 84B) EIR





1	611	N. Minter St.	7	720	E. Sixth St.	●	Agency Parcels
2	505	N. Minter St.	8	714	E. Sixth St.	—	Transit Zoning Code Boundary
	507	N. Minter St.	9	710	E. Sixth St.		
	601-603	E. Fifth St.	10	623	N. Garfield St.		
3	610-612	E. Fifth St.	11	801	E. Santa Ana Blvd.		
4	620	E. Fifth St.		707	N. Garfield St.		
5	621	E. Fifth St.					
	508 & 510	N. Porter St.					
6	712	E. Fifth St.					

Source: Santa Ana General Plan, 2010.



**FIGURE 3-8**  
**Demolitions**



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## ■ Downtown

The district connects the Government Center to the Lacy and French Park neighborhoods to the east and consists of approximately thirty individual blocks. With the exception of a few super blocks and operational modifications such as one-way streets and the lack of on-street parking, the historic street grid is largely intact.

## ■ First Street Corridor

The area is the east end of the lands west of the rail line between First Street and the SARTC to the north. The area is characterized by industrial uses, commercial uses, outdoor storage, and activity with some recent, tilt-up single-story industrial buildings. The block structure is relatively intact with some larger blocks that do not allow all north-south roadways to proceed unimpeded.

## ■ Lacy Neighborhood

The neighborhood connects with Downtown to the west and an industrial area to the east and is characterized by a variety of historic and relatively intense, post WW-II multi-family development up to four stories. While the area is predominantly residential, some industrial development has been established in the eastern portions of the neighborhood. Two super blocks exist and disrupt the physical connections between the neighborhood and nearby areas.

## ■ Logan Neighborhood

The neighborhood represents the northern most area in the plan and is characterized by a variety of large and small industrial operations interspersed with equally established residential uses and neighborhood-serving commercial. The residential structures are primarily pre-World War II homes with some new infill development.

## ■ Santa Ana Regional Transportation Center (SARTC) and Environs

This area represents the easternmost portion of the Transit Zoning Code area, extending from Grand Avenue westward to approximately four blocks east of the rail line between First Street and I-5. The area contains the SARTC, a large public parking structure, vacant land, industrial uses, and outdoor storage/activity. The proposed plan seeks to address the opportunity that the SARTC presents for these adjacent lands.

## ■ Government Center

This district is the western most area in the plan and is characterized by super blocks that aggregated the historic street grid and have been developed over the past fifty years with primarily large, federal, state, and local government buildings. No net change is anticipated within the Government Center District.

### 3.3.2 Development Standards by District within Proposed Project

The Transit Zoning Code divides the area within its boundaries into separate zones that are based on transects of intensity within the Transit Zoning Code area that range from the most intense development and land use types to the least intense, with most zones providing for a significant mixture of land uses within them. This approach differs from conventional zoning maps that typically divide cities into zones that rigidly segregate uses into separate areas, and the use of the zones are based on development intensity (instead of land use zones) as the spatial basis for regulating development. The zone directly reflects the functions of, and interrelationships between, each part of the plan area. The Transit Zoning Code would allow for mixed-use development with an emphasis on residential, commercial, and open space as an alternative to the development options allowed under the existing zoning. The Transit Zoning Code would allow development to occur per the following zone designations:

- **Transit Village (TV) Zone**—This zone is applied to areas adjacent to and north of the Santa Ana Regional Transportation Center, easterly to Interstate 5. This zone is intended to provide standards for compact transit-supportive mixed-use/residential development. This zone is characterized by a wide range of building intensities including mixed-use tower-on-podium buildings, commercial blocks, liners, stacked flats, and courtyard housing. The zone accommodates retail, restaurant, entertainment, and other pedestrian-oriented uses at street level, with offices and flats above in the mixed-use building types, at high intensities and densities. The landscape palette is urban with shading and accent street trees in parkway strips along Santa Ana Boulevard, and in sidewalk tree wells where on-street parking is provided. Parking may be accommodated on-street, in structures with liner buildings, and underground.
- **Government Center (GCD) District**—This zone is applied to the Civic Center area west of the Downtown. This area accommodates a wide variety of civic uses, including Federal, State and local government offices and services, libraries, museums, community centers, and other civic assembly facilities. Building types vary according to their public purpose, are programmed by various government agencies for their specific sites, and therefore are not coded by the Transit Zoning Code. The landscape style is urban, emphasizing shading street trees in sidewalk tree wells, and in landscaped public plazas.
- **Downtown (DT) Zone**—This zone is applied to the historical shopping district of Santa Ana; a vital, pedestrian-oriented area that is defined by multi-story urban building types (commercial blocks, live-work, stacked dwellings, and courtyard housing in the Downtown edges) accommodating a mixture of retail, office, light service, and residential uses. The standards of this zone are intended to reinforce the form and character represented by existing pre-World War II buildings and recognized as a National Historic District, through restoration, rehabilitation, and context-sensitive infill development. The standards also facilitate the replacement or improvement of post-war development that eliminated the pedestrian orientation of various downtown blocks (for example: parking structures with no features of pedestrian interest along their entire lengths). The landscape style is urban, emphasizing shading and accent street trees in sidewalk tree wells. Parking is accommodated on street, and may also be in structures with liner buildings, underground, and within block centers in surface lots not visible from streets.
- **Urban (UC) Zone**—This zone is applied to the area surrounding Downtown, which services as a transitional area to the surrounding lower-intensity neighborhoods, and to other areas where mixed-use and multi-unit residential buildings create a pedestrian-oriented urban fabric. The zone

provides for a variety of non-residential uses and a mix of housing types at medium intensities and densities. Besides accommodating community-serving businesses, this zone may also serve the daily convenience shopping and service needs of nearby residents. Building types include mixed-use commercial blocks, stacked flats, live-work, rowhouses, and courtyard housing. The landscape style is urban, emphasizing shading street trees in sidewalk tree wells. Parking is accommodated on street and may also be in structures with liner buildings and underground in areas adjacent to the DT zone, and in surface lots away from street frontages.

- **Corridor (CDR) Zone**—This zone is applied to properties fronting existing commercial corridors and provides standards to improve pedestrian orientation in a transit-supportive, mixed-use area. Mixed-use commercial block and live-work building types are at or near the sidewalk, and accommodate street level retail, service, and office, uses with office and residential above. The landscape style is urban, emphasizing shading street trees in sidewalk tree wells. Parking is accommodated on street, and in screened surface lots between buildings, or away from streets, with no more than half of the site frontage occupied by parking.
- **Urban Neighborhood 2 (UN-2) Zone**—This zone is applied to primarily residential areas intended to accommodate a variety of housing types with some opportunities for live-work, neighborhood-serving retail, and dining establishments. Appropriate building types include single dwellings, duplexes, triplexes, and quadplexes, courtyard housing, rowhouses, and live-work. In some areas, the more intense, hybrid building type is allowed where additional intensity is warranted while maintaining compatibility with neighboring properties. The landscape is appropriate to a neighborhood, with shading street trees in parkway strips, and shallow depth landscaped front yards separating buildings from sidewalks. Parking is on street, and in garages located away from street frontages.
- **Urban Neighborhood 1 (UN-1) Zone**—This zone is applied to existing primarily residential areas and is intended to strengthen and stabilize the low intensity nature of these neighborhoods by accommodating housing types at lower densities. Appropriate building types include single dwellings, duplexes, triplexes, and quadplexes, and live-work. The landscape is appropriate to a neighborhood, with shading street trees in parkway strips and landscaped front yards separating buildings from sidewalks. Parking is on street, and in garages located away from street frontages.
- **Industrial Overlay (IO) Zone**—This zone is applied to areas currently zoned Light Industrial (M1) and Heavy Industrial (M2) to allow the types of land use activity and development permitted by existing M1 and M2 zoning to continue until such time that the owner chooses to apply the new zones identified in the Transit Zoning Map (Figure 3-4). Until the property is rezoned as described above, property in the IO Zone shall be regulated by the existing provisions of the M1 and M2 zones contained within the Santa Ana Municipal Code (SAMC 41, Article III, Divisions 18 and 19), as applicable.
- **Open Space (OS)**—This zone identifies areas reserved for community parks and other open spaces. Allowable structures in this zone are limited to those necessary to support the specific purposes of the particular open space area (e.g., sport-court enclosures and multi-purpose buildings in active parks and trails within passive parks).

### 3.3.3 Parking and Circulation

Opportunities for connection to the regional and local transportation system exist in all directions. Under the proposed Transit Zoning Code several improvements/modifications to the existing roadway network

may occur. The existing streets and modifications, as well as new or realigned streets, are to improve north-south access and circulation. The project would maximize on-street parking to activate commercial frontages. The Transit Zoning Code is intended to improve the spatial definition for corridor businesses and connect neighborhoods with the downtown area to minimize vehicular trips. The standards contained within the Transit Zoning Code would improve walkability, connect First Street and Santa Ana Boulevard, and enable a variety of transit modes. Another primary focus of the Transit Zoning Code is to improve local access and use of the existing SARTC and any potential new transit systems. These improvements are designed to enhance the existing circulation of vehicles, bicyclists, and pedestrian traffic in the area.

## ■ Parking

The Transit Zoning Code includes parking requirements/standards for any new development within its boundaries. However, the Transit Zoning Code separates parking requirements according to the intended zone due to their different characteristics and mix of uses. Table 3-2 (Parking Requirement per Zone) lists the parking requirements for each potential zone of the Transit Zoning Code

Zone	Use Type		
	Residential (per dwelling unit)	Live/Work (per dwelling unit)	Non-Residential*
Transit Village (TV) Zone	2 spaces + 0.15 in-lieu for guests	2 spaces	1 space per 400 sf
Downtown (DT)	2 spaces + 0.15 in-lieu for guests	2 spaces	1 space per 400 sf
Urban Center (UC) Zone	2 spaces + 0.15 in-lieu for guests	2 spaces + 0.15 for guests	1 space per 300 sf
Corridor (CDR) Zone	2 spaces + 0.25 for guests	2 spaces + 0.25 for guests	1 space per 200 sf
Urban Neighborhood (UN-1)	2 spaces + 0.25 for guests	2 spaces + 0.25 for guests	1 space for less than 750 sf; 2 spaces for less than 1,500 sf; and 1 extra space for every 500 sf over 1,500 sf.
Urban Neighborhood (UN-2)	2 spaces + 0.25 for guests	2 spaces + 0.15 for guests	1 space per 300 sf
Open Space (OS) Government Center (GC) Light Manufacturing (M-1) Heavy Manufacturing (M-2)	Per current City Code	Per current City Code	Per current City Code

\* Parking credit for projects within 0.25 miles of SARTC is applicable.

## ■ Circulation

The Transit Zoning code includes several proposed changes to the existing street network within the project area. As shown in Figure 3-9 (Street Network Plan), several roadways would be improved/modified to balance the needs of pedestrians, cyclists, parked cars, moving cars, and streetscape.

### 3.3.4 Residential Development and City Population

As mentioned above, the Transit Zoning Code would allow for mixed use development with an emphasis on residential, commercial, transit, and open space as an alternative to the development options allowed under the existing zoning. In total, up to 4,075 residential units could be constructed at full buildout of the Transit Zoning Code were every vacant or underutilized property to be built out at its maximum potential pursuant to the Code. In order to quantify the direct population increase that would result from new housing in the Transit Zoning Code area, it is necessary to determine an appropriate persons-per-household (pph) estimate to use. While the City's current average household size is estimated to be 4.7 pph by the California Department of Finance, it is known that the majority of existing housing in the City is single family residences (54 percent) and low to medium density multi-family housing units that have a typical household size that is larger on average than the higher density multi-family housing units proposed under the Transit Zoning Code. As such, the current City average household size of 4.7 pph is not considered an appropriate measure of household size that would result from the higher density multi-family housing under the proposed Transit Zoning Code.

A household size ratio in the range of 3.0 pph is consistent with the direction of the overall County-wide housing development, as a majority of the development within Orange County (and Southern California in general) is focused on infill development with higher density mixed-use projects adjacent to transit. In addition, the County's existing pph ratio is 3.0. As noted by SCAG,<sup>1</sup> (economic recession occurring at the time of this writing notwithstanding) Los Angeles and Orange Counties are targeted to become significant magnets for housing growth as rising congestion and the availability of jobs discouraging long commutes to outlying areas. With many new residents from areas with high urban densities, the new (forecasted) population would be more adaptive to urban living. The availability of infill areas will provide a needed increase in land available for housing. These areas will transform neighborhoods, complete with a range of housing options and excellent accessibility to jobs, entertainment, and cultural aspects of communities. New housing will sprout at a rapid rate along major transportation corridors. This resurgence will provide housing for thousands of people through infill and recycling of existing properties. Implementation of the Transit Zoning Code is consistent with these growth trends identified by SCAG.

In addition, the Transit Zoning Code is consistent with the intent of the California Global Warming Solutions Act of 2006, commonly known as AB 32 (Health and Safety Code Sections 38500–38599) which mandates reductions in the emission of green house gases (GHGs). AB 32 establishes regulatory, reporting and market mechanisms to achieve quantifiable reductions in greenhouse gas emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction will be accomplished by enforcing a statewide cap on GHG emissions that will be phased in starting in 2012 as well as the implementation of SB 375 (Chapter 728, Statutes of 2008) which is intended to supplement AB 32 by providing incentives for local land use choices that reduce the reliance on the automobile and reduce green house gases. SB 375 requires

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<sup>1</sup> SCAG, 2004. Regional Transportation Plan, Technical Appendix A-Growth Forecast.





**Key**

Condition/Direction	R.O.W.	Design Speed [1]
Existing - remain	Varies	Varies
Existing - remove	Varies	Varies
Existing - revise	Varies	Varies
New	Varies	Varies
Begin 1-way	Varies	Varies
End 1-way	Varies	Varies

Circulation Element Reference	Specific Plan Street Type	R.O.W.
Major Arterial [2]	BV Boulevard	Varies
Major & Primary Arterial [2]	A Avenue	Varies
Local Street	M Main Street	Varies
Primary & Secondary Arterial [2]	U1 Urban Street 1	Varies
	U2 Urban Street 2	Varies
Local Street	R1 Residential Street 1	Varies
Local Street	R2 Residential Street 2	Varies
Local Street	AL Alley (where occurs)	20'
	NS New Traffic Signal	
	ES Existing Traffic Signal	
	UN Section Number: denotes modifications or new street	
	ST Street Type	



Source: Moule & Polyzoides Architects and Urbanists, 2007; PBS&J, 2010.

**FIGURE 3-9**  
**Street Network Plan**



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metropolitan planning organizations (MPOs) such as the Southern California Council of Governments (SCAG) to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. While city or county land use policies are not required to be consistent with the regional transportation plan (and associated SCS or APS), regional transportation decisions and funding will be influenced by climate change considerations, thus giving local governments incentives to conform their general plans to policies contained in the governing regional transportation plans (RTP) with its SCS or APS. Thus, the implementation of the Transit Zoning Code could, through land use decisions and the provision of transit options, potentially significantly reduce GHG emissions from the use of automobiles through compliance with SB 375.

In addition, according to Table 4.9-2 (SCAG Population Growth Projections, 2005–2030) and Table 4.9-5 (SCAG Household Growth Projections, 2005–2030), the projected SCAG region’s pph for 2005 and 2010 is 3.1. Consequently, because the higher density multi-family uses typically result in substantially lower pph ratios compared to the City’s existing ratio, a conservative household size estimate of 3.0 pph is considered an appropriate and accurate prediction of the future demographics in the Transit Zoning Code. As a result, and as explained further in Section 4.9 (Population and Housing), buildout of the Transit Zoning Code would result in a potential population increase of 12,225 residents.

### **3.4 BUILDOUT**

Based on current market needs and the level of developer interest within the City, the City envisions the potential buildout of the Transit Zoning Code by 2028. With the exception of the redevelopment of forty-nine parcels owned by the Redevelopment Agency into 220 housing units, specific development projects have yet to be proposed.

### **3.5 INTENDED USES OF THIS EIR**

This EIR has been prepared to analyze environmental impacts associated with the construction and operation of the proposed project and also to address appropriate and feasible mitigation measures or project alternatives that would minimize or eliminate these impacts. This document is intended to serve as an informational document. Additionally, this EIR will provide the primary source of environmental information for the lead agency to consider when exercising any permitting authority or approval power directly related to implementation of the proposed project.

This EIR is intended to provide decision-makers and the public with information that enables them to intelligently consider the environmental consequences of the proposed action. This EIR identifies significant or potentially significant environmental effects, as well as ways in which those impacts may be reduced to less-than-significant levels, whether through the imposition of mitigation measures or through the implementation of specific alternatives to the proposed project. In a practical sense, EIRs function as a technique for fact-finding, allowing an applicant, concerned citizens, and agency staff an opportunity to collectively review and evaluate baseline conditions and project impacts through a process of full disclosure.

This EIR has been prepared in accordance with CEQA (PRC Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.). As provided in the CEQA Guidelines, for projects subject to CEQA, public agencies are charged with the duty to substantially lessen or avoid significant environmental effects where feasible (refer to PRC Section 21004, CEQA Guidelines Sections 15002(a)(3) and 15021(a)(2)). In discharging this duty, the public agency has an obligation to balance a variety of public objectives, taking into account economic, environmental, and social issues. The EIR is an informational document that informs public agency decision-makers and the public of the significant environmental effects and the ways in which those impacts could be reduced to less-than-significant levels, either through the imposition of mitigation measures or through the implementation of specific alternatives to the project as proposed. In a practical sense, this EIR functions as a tool for fact-finding, allowing the public, and City staff an opportunity to collectively review and evaluate baseline conditions and project impacts through a process of full disclosure. Additionally, this EIR provides the primary source of environmental information for the City to consider when exercising any permitting authority or approval power directly related to future development projects within the proposed project.

This EIR can be characterized as both a program EIR and a project-EIR. The majority of the analysis is done at the program level and can be characterized either as a program EIR prepared pursuant to CEQA Guidelines Section 15168 or as a first-tier EIR prepared pursuant to CEQA Guidelines Section 15152. These labels are complementary, not mutually exclusive. As a project level EIR, the development proposal to demolish 30,000 square feet of existing structures on eleven Redevelopment Agency-owned parcels and to construct 220 affordable residential units is analyzed at a project-level. Since adequate level of details is available for the development proposal, this EIR analyzes the project's specific potential impacts. Regardless of its title, the document is intended to act as an analytical superstructure for subsequent, more detailed analyses associated with individual project applications consistent with the proposed project. One of the City's goals in preparing the current document is to focus new information that would be required in the future at the "project level" of planning and environmental review by dealing as comprehensively as possible in this document with cumulative impacts, regional considerations, and similar big-picture issues. The project-specific analysis of the development proposal is adequate to allow the project to proceed upon certification of the EIR. The City recognizes that the program-level analysis of the remainder of the project does not include the level of detail necessary to qualify as a project EIR, and anticipates that future projects will require more detailed environmental review at the time they are proposed.

According to CEQA Guidelines Section 15168(c)(5), "[a] program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible." Later environmental documents (EIRs, mitigated negative declarations, or negative declarations) can incorporate by reference materials from the program EIR regarding regional influences, secondary impacts, cumulative impacts, broad alternatives, and other factors (CEQA Guidelines Section 15168(d)(2)). These later documents need only focus on new impacts that have not been considered before (CEQA Guidelines Section 15168(d)(3)).

CEQA Guidelines Section 15168(c), entitled “Use with Later Activities,” provides, in pertinent part, as follows:

Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared:

- (1) If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.
- (3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program.
- (4) Where the subsequent activities involve site-specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR.

Future site-specific approvals may also be evaluated pursuant to the rules for tiering set forth in CEQA Guidelines Section 15152. “[T]iering is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on ‘the big picture,’ and can then use streamlined CEQA review for individual projects that are consistent with such ... [first tier decisions] and are ... consistent with local agencies’ governing general plans and zoning” (*Koster v. County of San Joaquin* [1996] 47 Cal. App.4th 29, 36). Before deciding to rely in part on a first-tier EIR in connection with a site-specific project, a lead agency must prepare an “initial study or other analysis” to assist it in determining whether the project may cause any significant impacts that were not “adequately addressed” in a prior EIR (CEQA Guidelines Section 15152[f], PRC Section 21094[c]). Where this analysis finds such significant impacts, an EIR is required for the later project. In contrast, “[a] negative declaration or mitigated negative declaration shall be required” where there is no substantial evidence that the project may have significant impacts not adequately addressed in the prior EIR or where project revisions accepted by the proponent avoid any such new significant impacts or mitigate them “to a point where clearly” they are not significant.

CEQA Guidelines Section 15152 further provides that, where a first-tier EIR has “adequately addressed” the subject of cumulative impacts, such impacts need not be revisited in second- and third-tier documents. Furthermore, second- and third-tier documents may focus the examination of impacts on those that “were not examined as significant effects” in the prior EIR or “[a]re susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means.” In general:

[s]ignificant environmental effects have been “adequately addressed” if the lead agency determines that:

- (A) they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental impact report; or
- (B) they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.

Here, as noted above, whenever project proponents within the City submit applications for site-specific approvals, the City will prepare initial studies in order to determine how much new information will be required for the environmental review for such proposals. In preparing these analyses, the City will assess, among other things, whether any of the significant environmental impacts identified in this

program/first-tier EIR have been “adequately addressed.” Thus, the new analyses for these site-specific actions will focus on impacts that cannot be “avoided or mitigated” by mitigation measures that either (i) were adopted in connection with the proposed project or (ii) were formulated based on information in this EIR.

Finally, future environmental review can also be prepared pursuant to PRC Section 21083.3 and CEQA Guidelines Section 15183. These provisions, which are similar but not identical to the tiering provisions, generally focus the scope of necessary environmental review for site-specific approvals following the preparation of an EIR for a specific plan. For such site-specific approvals, CEQA generally applies only to impacts that are “peculiar to the parcel or to the project” and have not been previously disclosed, except where “substantial new information” shows that previously identified impacts would be more significant than previously assumed. Notably, impacts are considered not to be “peculiar to the parcel or to the project” if they can be substantially mitigated pursuant to previously adopted, uniformly applied development policies or standards.

## **3.6 PUBLIC ACTIONS AND APPROVALS REQUIRED**

The City is the lead agency with the authority to carry out or approve the proposed project. The City’s project approvals include certification of the EIR for the proposed project and adoption of the proposed Transit Zoning Code. This EIR is intended as a Program EIR, and subsequent, specific development proposals made in the Transit Zoning Code project area would be subject to separate environmental clearance/review. In addition to the City, federal, regional, and State responsible agencies have discretionary authority over certain aspects of development projects.

### **3.6.1 City Actions**

The following discretionary approvals are required for the proposed project:

- Certification of the EIR
- Adoption of Statement of Overriding Considerations
- Adoption of Findings of Fact
- Adoption of Mitigation Monitoring and Reporting Program
- Adoption of the Transit Zoning Code
- Approval of Specific Development 84A and Specific Development 84B.
- General Plan Amendment (GPA)—to allow the implementation of the Industrial Overlay (IO) Zone on properties within the Transit Zoning Code that are currently zoned M1 and M2 and to expand District Center area.
- Amendments to Santa Ana Municipal Code
- Zoning Map Amendment (ZMA)—to change the zoning map to reflect the Transit Zoning Code.
- Approval of Water Supply Assessment (WSA)
- Site Plan Approval of Related Company’s development project
- Agreement to Develop Agency/Authority owned property (DDA) with Related Company
- Designation of Park and Community Facilities, including park site, tot lot, and community center

- Relocation plan for tenants of acquired property (if any)
- Demolition and/or relocation of structures on acquired property

This EIR evaluates the proposed Transit Zoning Code, including the Developer project, in as much detail as is currently available at the time of preparation. To the extent possible and based upon the information available, all environmental effects have been evaluated as thoroughly as possible. However, additional future development proposals for areas within the Transit Zoning Code boundaries may be subject to separate environmental clearance/review.

### 3.6.2 State and Local Agencies

In addition to the City of Santa Ana (the Lead Agency), there are also federal, regional, and state agencies that have discretionary or appellate authority over the project and/or specific aspects of the project. The responsible agencies will also rely on this EIR when acting on such projects. Those federal, State, or local agencies that would rely upon the information contained in this EIR when considering approval include, but are not necessarily limited to, the following:

#### ***Community Redevelopment Agency***

- Implements California Redevelopment Law pursuant to California Health and Safety Code §§ 33031-33039

#### ***Regional Water Quality Control Board/State Water Resources Control Board***

- National Pollutant Discharge Elimination System General Construction Permit (for individual construction projects of a particular size or projects that result in point source discharges)

#### ***South Coast Air Quality Management District***

- Permits to Construct and/or Permits to Operate (for any new or relocated stationary sources of equipment that emit or control air contaminants, such as heating, ventilation, and air conditioning [HVAC] units)

#### ***Caltrans***

- Encroachment Permits (for individual projects requiring work within state or City rights-of-way)

#### ***Airport Land Use Commission for Orange County***

- Notice of Proposed Construction or Alteration (FAA Form 7460-1) for any structure over 200 feet above ground level
- Approval of the Specific Developments, Zoning Code amendments, and General Plan amendment for the proposed project per Public Utilities Code Section 21676(b) and the AELUP

### 3.7 ALTERNATIVES

In accordance with Section 15126.6 of the CEQA Guidelines, alternatives to the TZC as proposed, are analyzed. Detailed information is provided in Section 5.0 of this EIR. A total of three alternatives were identified and would feasibly attain the most basic project objectives while avoiding or substantially lessening some of the significant effects of the project were analyzed. An environmentally superior alternative is also identified. These alternatives include the following:

- No Project/Development According to Existing General Plan
- Higher Intensity Commercial Component
- Reduced (Low-Rise) Project

### 3.8 CUMULATIVE DEVELOPMENT SCENARIO

Cumulative impacts are the anticipated impacts of the proposed project in combination with the impacts of related cumulative development. As stated in Section 15130(b)(1) of the CEQA Guidelines, this reasonably foreseeable growth may be based on either of the following, or a combination thereof:

- A list of past, present, and probable future projects producing related or cumulative impacts
- A summary of projections contained in an adopted general plan or related planning document which describe or evaluate regional or areawide conditions

For the purposes of this EIR, the potential cumulative effects of the proposed project are based upon a list of projects identified by the City and neighboring jurisdictions, as well as build-out of the General Plan or other criteria, depending upon the specific impact being analyzed. The list of related projects located within the vicinity (1.5-mile radius) of the proposed project is provided in Table 3-3 (List of Related Development Projects). Figure 3-10 (Cumulative Projects) illustrates the locations of the related projects within a 1.5-mile radius of the Specific Plan area, in addition to several projects occurring outside of the 1.5-mile radius.

<i>Project ID</i>	<i>Project Name</i>	<i>Land Use Description</i>	<i>Quantity</i>	<i>Unit</i>
1	<b>One Broadway Plaza</b>	Office	508.2	TSF
		Office (Rehab Structures)	9.803	TSF
		Retail <sup>2</sup>	8.525	TSF
		Casual Dining	2.681	TSF
		Formal Dining	15.915	TSF
3	<b>Santiago Street Lofts</b>	Proposed Live-work Loft (Apartment)	108	DU
		Existing Manufacture	2.1	TSF
		Existing out-reach Educational (R&D)	19	TSF
4	<b>West End Lofts</b>	Shopping Center	2.67	TSF
		Residential Condo/Townhouse	5	DU



<b>Table 3-3 List of Related Development Projects</b>				
<b>Project ID</b>	<b>Project Name</b>	<b>Land Use Description</b>	<b>Quantity</b>	<b>Unit</b>
5	City Place	Residential Condo/Townhouse	185	DU
		Shopping Center	60	TSF
10	Bowers Museum	Museum Expansion	33.1	TSF
11	Cordoba	Apartment	45	DU
13	Santa Ana Industrial	General Light Industrial	31	TSF
15	Walgreen's	Proposed Shopping Center	12.4	TSF
19	Cobblestone	Shopping Center	11	TSF
23	Xerox Tower II	General Office Building	210	TSF
25	Shea Homes	Single Family Detached	36	DU
26	Metro East Overlay Zone	High Rise Residential Condo/Townhouse	5,551	DU
27	1st & Cabrillo Towers	High Rise Residential Condo/Townhouse	374	DU
		Specialty Retail Center	8.97	TSF
		Health/Fitness Club	-5.5	TSF
29	Town & Country Manor	Residential Condo/Townhouse	174	DU
33	Olen Properties	Residential Condo/Townhouse	136	DU
		General Office Building	2.5	TSF
34	River View Villas	Residential Condo/Townhouse	41	DU
37	City Place Sky Lofts	Apartment	355	DU
38	Future Specific Plan Area	Single Family Detached	41	DU
		Multi Family Housing	234	DU
		Retail	36	TSF
39	Retail (Tustin)	Replacement of Commercial Building	15	TSF
44	Minter Court	Live/work and Townhouse Project	11	DU
45	Future Area	Residential Development	30	DU

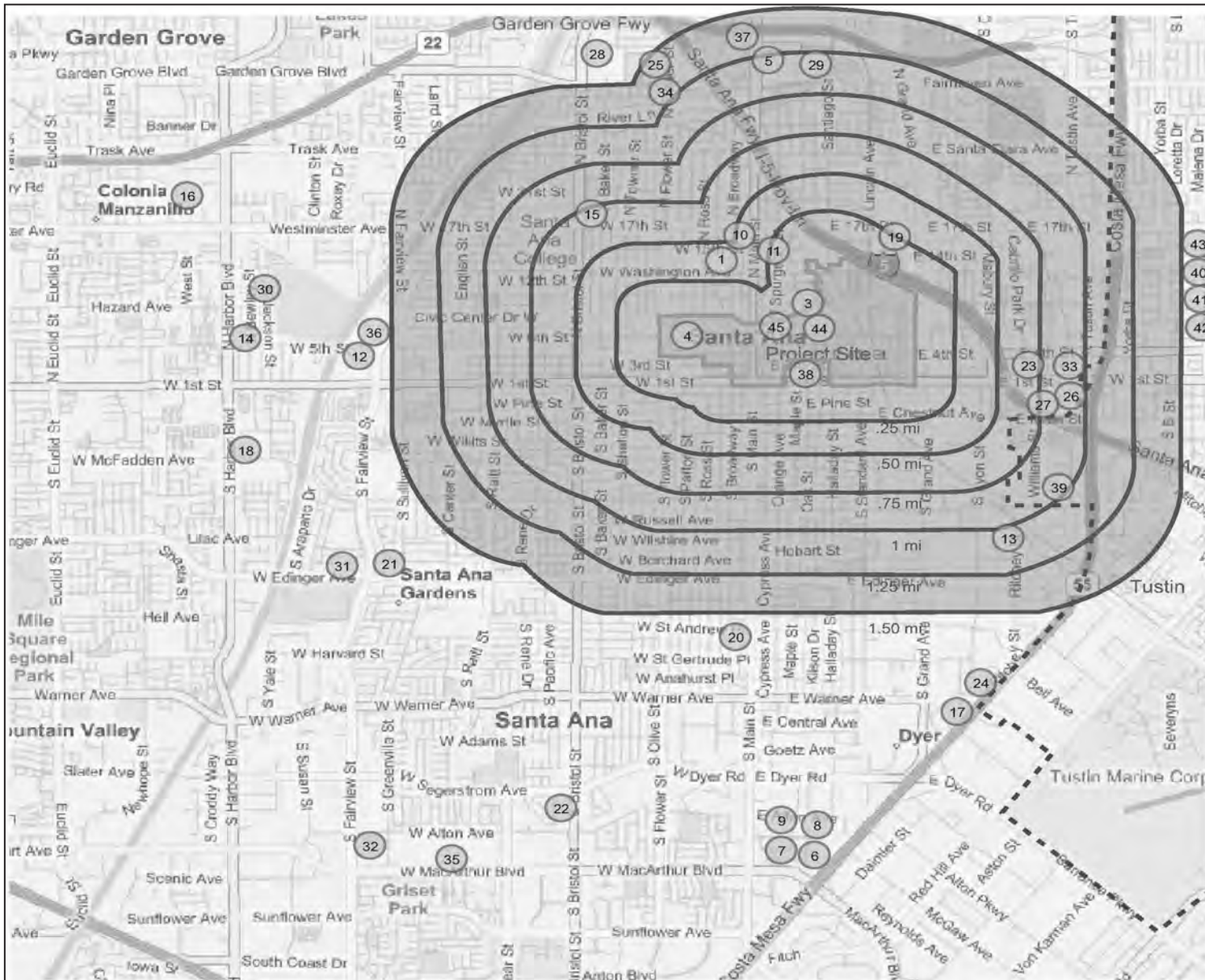
SOURCES: KOA Corporation. Transit Zoning Code (SD 84A and SD 84B) Traffic Study. December 2007.

Project ID is consistent with the index on Figure 3-10.

All projects within a 1.5-mile radius of the Renaissance Specific Plan boundaries were included in the list of cumulative projects. All projects outside of a 1.5-mile radius were not included.

DU = dwelling unit, TSF = Total square footage (thousands)





- Legend**
- 1 One Broadway Plaza
  - 3 Santiago St. Lofts
  - 4 West End Lofts
  - 5 City Place
  - 6 MacArthur Place
  - 7 Skyline at MacArthur
  - 8 Montage at MacArthur
  - 9 Skyline Phase II
  - 10 Bower's Museum
  - 11 Cordoba
  - 12 Goodwill Industries
  - 13 Santa Ana Industrial
  - 14 Harbor and 5th Plaza
  - 15 Walgreen's
  - 16 St. Gertrude Retail
  - 17 Crazy Horse Square
  - 18 Riverview West Marketplace
  - 19 Cobblestone Plaza
  - 20 Kelly's Body Shop
  - 21 Edinger Avenue Retail
  - 22 Werdin Commercial Center
  - 23 Xerox Tower II
  - 24 Brookhollow Office
  - 25 Shea Homes
  - 26 Metro East Overlay Zone
  - 27 1st and Cabrillo Towers
  - 28 Village Green
  - 29 Town and Country Manor
  - 30 Jackson Street Homes
  - 31 John Laing Townhomes
  - 32 Alton Court
  - 33 Olen Properties
  - 34 River View Villas
  - 35 Christ Our Savior Cathedral
  - 36 Templo Calvario
  - 37 City Place Sky Lofts
  - 38 Future Specific Plan
  - 39 Retail (Tustin)
  - 40 Mixed use (Tustin)
  - 41 Prospect Village (Tustin)
  - 42 The Beach Pit BBQ (Tustin)
  - 43 Commercial (Tustin)
  - 44 Minter Court
  - 45 Future Specific Plan



Source: KOA Corporation, 2007.

**FIGURE 3-10**  
**Cumulative Projects**



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